

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5224

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TUESDAY, AUGUST 7, 1906.

二拜禮

第七月八英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$5,000,000
RESERVE LIABILITY OF HKP'TOKS \$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.

E. Goetz, Esq. R. Shewan, Esq.
Hon. Mr. W. J. Gresson N. A. Siebs, Esq.
C. R. Lehmann, Esq. H. A. W. Slade, Esq.
D. M. Nissim, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.

ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per cent
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per cent. per annum
For 6 months, 4 per cent. per annum
For 12 months, 4 per cent. per annum

H. E. R. HUNTER,
Acting Chief Manager,

Hongkong, 6th June, 1906. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow Kobe
Peking Singapore Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction des Disconto-Gesellschaft
Deutsche Bank

S. Bleichroeder Berlin
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie

Robert Warthaer & Co.

M. A. von Rothschild & Sohne Frankfurt
Jacob S. H. Stern a/f. Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.
Bayrische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Manager.

Hongkong, 26th May, 1906. [24]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Del), Palembang, Kota Radja (Acheen), Telok-Semawe (Acheen), Bandjernasir.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Hongkong, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½ do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906. [25]

DENTAL SURGEON.

G. DE PERINDORGE
DIPLOMA: PARIS.

Latest Improvements Including

PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street,

Hongkong, 1st June, 1906. [26]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undesignated AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong 28th May, 1906. [27]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	{ MALTA R. A. Peters,	About 9th August	Freight and Passage.
LONDON, &c.	{ MOLDAVIA E. H. Gordon,	11th August Noon	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, CO.	NUBIA F. J. Fox	About 16th August	Freight and Passage.
LOMBO, PORT SAID and MARSEILLES			

For Further Particulars apply to
E. A. HEWETT, Superintendent.
Hongkong, 4th August, 1906. [28]

Intimations.

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LINE STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Bourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chentupoo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Malidzuru, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinoerau, Sasebo, Mikie, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and Sole Agents for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshiro, Yunokibara, and other Coal.

45 MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [29]

NIKKO CO.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 Ds. net \$4.75 per Cask ex Factory.

In Bags of 250 Ds. net \$2.80 per Bag ex Factory.

No. 5, ARSENAL STREET, Hongkong, 28th April, 1906. [30]

SHEWAN, TOMES & CO., General Managers.

Hongkong, 30th September, 1905. [31]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906. [32]

H. HAYNES, Manager. [32]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, nepr the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [33]

VICTORIA HOTEL, SHAMEEN, CANTON, MACAO, CHINA,

ON THE BRITISH CONCESSION, IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WU FARMER, Proprietor.

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praia Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to THE MANAGER.

Macao, 16th October, 1905. [34]

CARLTON HOUSE HOTELS,

Nos. 8 and 10, Ice House Road.

LEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE.

SPECIALITIES.

For terms, apply to THE PROPRIETOR.

Hongkong, 7th May, 1906. [35]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 4th December, 1905. [36]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,161 tons	Captain H. D. Jones.
"POWAN"	2,338	W. A. Valentine.
"FATSHAN"	2,260	R. D. Thomas.
"HANKOW"	3,073	C. V. Lloyd.
"KINSHAN"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.		
Sunday Special Excursions leaving Hongkong at 9:30 A.M., and a second departure about 7 P.M.		

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSAN"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.		

JOINT SERVICE OF THE H.K., C. & MACAO STEAMBOAT CO., LTD.: THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAI NAM"	588 tons	Captain J. Wilcox.
"NANNING"	569	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

Fares:—Canton to Wuchow Single \$15.00. Return \$25.00.

Canton to Tak Hing Single \$12.50. Return \$21.00.

Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

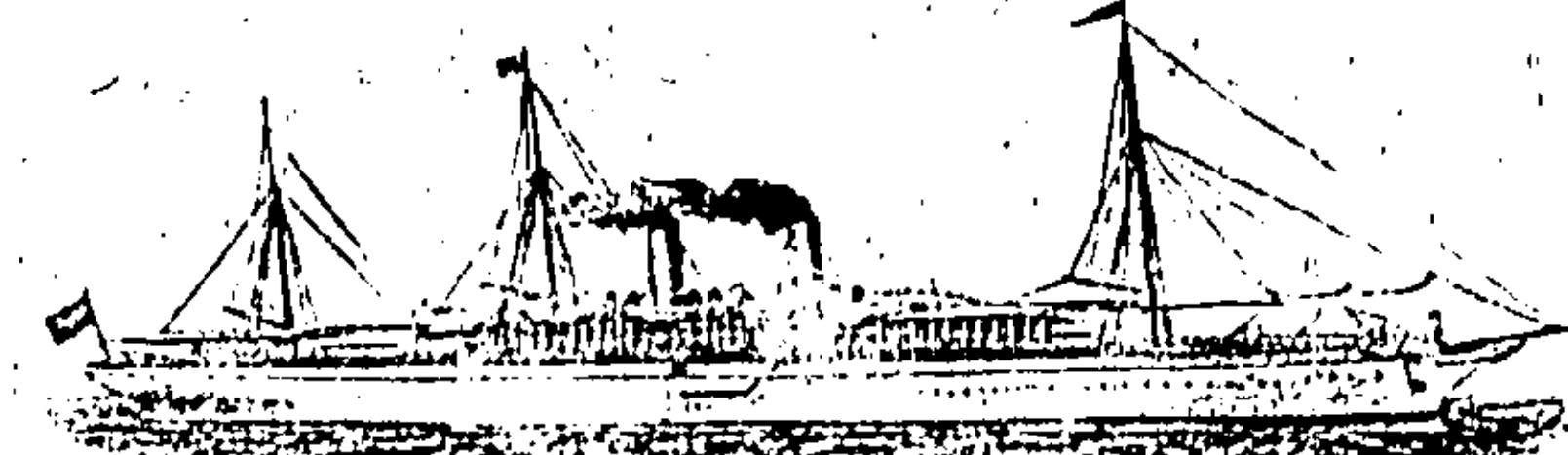
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.,

Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line," Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPEROR OF INDIA"	6,000	WEDNESDAY, August 22	September 12
"ATHENIAN"	3,440	WEDNESDAY, September 5	September 29
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, September 10	October 15
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27
"EMPEROR OF CHINA"	6,000	WEDNESDAY, October 17	November 7

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA (of JAPAN), KOBE, YOKOHAMA, VIATORIA, connecting at VANCOUVER with the COMPANY'S PALatial OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$120. 1/2 St. Lawrence £60. 1/2 New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail \$40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Hongkong, 1st August, 1906. Corner Pedder Street and Praya, opposite Blaks Pier. [13]

HONGKONG-MACAO LINE.

STEAM TO CANTON.

The New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW"

"KWONG TUNG"

Leave Hongkong for Canton at 9 every evening (Sunday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1 each.

ALSO

Excursions to MACAO every SATURDAY at 6 P.M. and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6:30 P.M.

FARE:

1st Class single \$1 with cabin berth \$2.00

" return \$2 " " " 3.00

Servants' passages must be paid for.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 3rd August, 1906. [13]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND

SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

PRINZ REGENT LUITPOLD WEDNESDAY, 15th August.

PRINZ EITEL FRIEDRICH WEDNESDAY, 29th August.

SACHSEN WEDNESDAY, 12th September.

PRINZ HEINRICH WEDNESDAY, 26th September.

GNEISENAU WEDNESDAY, 10th October.

PRINZ LUDWIG WEDNESDAY, 24th October.

PRINZESS ALICE WEDNESDAY, 7th November.

PREUSSEN WEDNESDAY, 21st November.

SAILING DATES.

1st Class 2nd Class 3rd Class

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO NAPLES, GENOA & GIBRALTAR ... \$61. o. o. \$42. o. o. \$22. o. o.

Return 91. o. o. 63. o. o. 33. o. o.

TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG 65. o. o. 44. o. o. 23. o. o.

Return 97. o. o. 66. o. o. 30. o. o.

TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA or GIBRALTAR ... 61. o. o. 44. o. o. 16. o. o.

Return 115. o. o. 79. o. o. 47. o. o.

VIA BREMEN or SOUTHAMPTON 68. o. o. 46. o. o. 27. o. o.

Return 123. o. o. 83. o. o. 49. o. o.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland, THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marsella; instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.

WILLEHAD 4,763 TUESDAY, 21st August.

PRINZ WALDEMAR 3,227 TUESDAY, 18th September.

PRINZ SIGISMUND 3,302 TUESDAY, 16th October

Intimation.**Intimations.**

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS,
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906. [530]

HONGKONG GUN CLUB.

THE ANNUAL GENERAL MEETING
will be held at the CLUB HOUSE, at
3 P.M., on SATURDAY, the 11th August, 1906.

L. A. M. JOHNSTON,
Hon. Secretary.
Hongkong, 4th August, 1906. [807]

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-
YEARLY MEETING OF SHARE-
HOLDERS in the Company will be held at
the Office of the Company, Hotel Mansions,
on TUESDAY, the 14th August, at Noon, for
the purpose of receiving a Report of the Directors
together with a Statement of Accounts,
declaring a Dividend; confirming the appointment
of a Director and electing Directors and
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 14th
August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.
Hongkong, 19th July, 1906. [1749]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING OF
THE SHAREHOLDERS in this Corporation
will be held at the City Hall, Hongkong, on
SATURDAY, the 18th day of August next, at
Noon, for the purpose of receiving the Report
of the Court of Directors, together with a
Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.
Hongkong, 30th July, 1906. [1784]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTERS OF SHARES of the Corporation
will be CLOSED from SATURDAY, the
fourth to the eighteenth day of August next
(both days inclusive), during which period no
Transfer of Shares can be registered.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.
Hongkong, 30th July, 1906. [1785]

HONGKONG AND WHAMPoa DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will
be held in the Offices of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
20th August, at 12 o'clock, Noon, for the
purpose of receiving the Report of the Directors
and the Statement of Accounts to the 30th June,
1906.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 26th July, 1906. [1773]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE.

In accordance with Article XVI Section 7
of the Articles of Association the General
Managers have this day declared an INTERIM
DIVIDEND for the half year ending 30th June,
1906, of SEVENTY-FIVE CENTS per Share,
payable to all Shareholders whose names were
on the register on that date.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after FRIDAY, the 30th August.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 31st July, 1906. [791]

Auction.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to
be held on MONDAY, the 13th day of August,
1906, at 3 P.M., at the Offices of the Public Works
Department, by Order of His Excellency the
Governor, or One Lot of CROWN LAND,
North of Barker Road, in the Colony of Hong-
kong, for a term of 75 years, with the option
of renewal at a CROWN RENT to be fixed
by the Surveyor of His Majesty the KING, for
one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.W., N.E., S.W., S.E.	Contents in Square feet.	Annual Rent.	Uprate Price.
152	152	North of Barker Road and opposite Rural Bungalows, La.	167 ft. 10 in. x 100 ft. 1500 sq. ft.	1500	80/-	180/-
		Rural Building Lot No. 152				

Hongkong, 31st August, 1906. [804]

To Let.

TO LET—FURNISHED.
FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK," MOUNT KELLET, PEAK,
a 6-Room Bungalow, Tennis Court
and Garden.

Apply by letter only to—
HO TUNG,
"Idlewild,"
Seymour Road.

Hongkong, 31st July, 1906. [786]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy
TOWN.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906. [793]

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906. [789]

TO LET.

GODOWN, No. 9, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th July, 1906. [781]

TO LET.

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906. [793]

TO LET.

HAYTOR, THE PEAK.
Immediate Possession.

OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RIBON TERRACE,
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906. [781]

TO LET.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906. [781]

TO LET.

HOUSES in MORRISON HILL GAP ROAD,

4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Wan Chai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-
INGS.

Apply to—
PERCY SMITH & SETH,
Accountants and Auditors, &c.

5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & CO.

Hongkong, 20th January, 1906. [147]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714]

TO LET.

N. 16, HOLLYWOOD ROAD, and
2, OLD BAILEY.

Apply to—
ARRATOON V. APCAR & CO.

45, Wyndham Street.

Hongkong, 2nd July, 1906. [691]

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

TEN CENTS (10cts) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 1st September, 1906. [160]

THE PHILIPPINE CURRENCY.

The last of the Philippines currency has now
reached Manila in the form of the new bills of
Piso, 50, Piso, and Piso denominations. The
provisions of the act of Congress of March 1903,
establishing a stable currency in the Philippines,
are now fulfilled.

The history of the recent currency reform in
the Philippines, covering as it does an account of
the complete transformation of a country's
currency, from a silver standard to a gold
standard within the short space of two years,
contains many valuable lessons for other
countries. It is the object of this report to
point out in a brief way a few of the most
salient features of this currency reform.

When the American troops first entered
Manila in the summer of 1898 they found the
currency of the Philippine Islands on a qualified
silver standard. Gold coins had long
since ceased to circulate, while the Spanish,
Filipino and Mexican silver coins, which formed
the bulk of the country's circulating
medium, had for years been circulating at a
gold value materially above the bullion value
of their silver content, by reason of the limitation
placed upon the currency supply by a
decree issued in 1877 prohibiting the importation
of Mexican currency into the islands. In
August, 1898, the American authorities removed
this restriction upon the importation of Mexican
coins, and from that time until January 14, 1901,
except for a short period during the
Boxer uprising in China, when heavy exports
of coin from the Philippines so depleted
the country's currency supply as seriously
to hamper trade, the movement of currency to
and from the Philippines was unimpeded.

Favoured by a comparatively steady silver
market during the first three years of American
occupation, the Philippine Government was
enabled to keep the currency of the country
relatively stable at a rate of 2 pesos local currency
to \$1 United States currency, or 2 to 1, as it
was commonly expressed. By the fall of
1901, however, the price of silver became ex-
ceedingly unstable, and by the end of the year
the Government was compelled to give up the
attempt to keep local currency at anything like a
fixed ratio with United States currency.
Between December, 1901, and February, 1903,
the market rate of exchange between United
States currency and local currency varied from
2 to 1 to 2.70 to 1. Exchange fluctuations of
3, 4, and even 5 per cent a month were not
uncommon.

From January 1, 1902, until the final establish-
ment of the gold standard, the Philippines
suffered in an extreme form the evils of an un-
stable currency. All calculations with reference
to public revenues and expenditures were
rendered uncertain. The auditor of the Philip-
pine Islands estimated the government's loss
from the depreciation of local currency during
the period from January 1, 1901, to October 25,
1902, at over \$950,000 United States currency.
Americans and Europeans, receiving their pay
in local currency, whose savings were trans-
ferred to the home land in United States
currency, and whose expenditures were to a
considerable extent for goods imported from
gold-standard countries, often saw large per-
centages of their incomes eaten up by the
depreciation in the gold value of the silver peso.
The principles of local-currency debts often
varied in their gold values by many times the
amount of the interest charges, by reason of
fluctuations in the value of the currency.
Trade with gold-standard countries was fraught
with heavy risks on account of the instability of
exchange, and a spirit of speculation and gam-
bling pervaded all classes of business. The
result was the action of Congress and the Com-
mission.—*Manila Cablenews.*

Other factors also contributed to the instability
of the currency. The transfer of the
Philippines from Spain to the United States
caused a great increase in the volume of
international trade, and the consequent
increased demand for shipping services
and for foreign goods. The rapid
expansion of the economy of the Philippines
also contributed to the instability of the currency.
The introduction of the gold standard
in 1902 did not immediately stabilize the
currency, but it did provide a stable
basis for economic development. The
adoption of the gold standard was a
major step towards modernization and
economic stability in the Philippines.

Intimation.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	12.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	13.50
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	16.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	18.00
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule	27.00
B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine vintage.	
ALL ARE SUPERIOR XERES WINES.	

COGNAC BRANDY.

A. OLD PALE	\$20.00
B. SUPERIOR VERY OLD COGNAC	27.00
C. VERY OLD LIQUEUR COGNAC	33.00
D. HENNESSY'S FINE VERY OLD LIQUEUR COGNAC	40.00
D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.	

All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS,
Hongkong, 25th July, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name, and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

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The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 7, 1906.

SUGAR REFINING INDUSTRY.

The gloomy forecast, which the chairman of the China Sugar Refining Co., Ltd., had to hold out to the meeting of shareholders last March, had considerably damped the enthusiasm of a large number of investors in the stocks of what must be considered the leading industry of the Colony. The setting aside of eight hundred thousand dollars to provide for forward commitments in view of an adverse market, was a contingency such as none had expected but which had given cause for considerable alarm in the earlier months of the year. That the provision was called for the then outlook of the sugar market of the world justified the extreme step as a financial measure of precaution.

According to expert statistics of the world's sugar supplies an enormously larger area had been placed under cultivation in the beet growing countries of Europe. The crop had been an inordinately bountiful one and the consequence was that with a large supply of beet at hand in Europe and the correspondingly lower prices ruling, the demand for cane sugar slackened and prices fell in consequence. The campaign for the year was not, at the time finally determined. Spring results were awaited before it could be finally settled what would be the progress of the sugar market in the Farther East. Fortunately for sugar merchants and refiners, contrary to all expectations, the result of the later crops fell short of anticipations while the growing demand for the commodity

continued unabated. Following the laws of supply and demand the downward course in the price of raw cane was promptly arrested, and a reaction gradually set in which has since steadily sent up prices far above the average ruling for some time and allowing, in fact, for fair margin of profit to merchants and dealers who, in averaging their purchases between the two extreme rates that had obtained, found themselves in the comfortable position of gainers by their timely and, as it proved to be, successful operations. Indeed, if our information does not err, at one time it paid Hongkong to export the raw cane sugar to European markets even without passing the product through the mills. Now that the refined article commands a favourable price in Eastern markets it goes without saying that the wonted activity at the East Point and Quarry Bay refineries has been resumed. Japan at no remote past was also considered a determining factor in the prosperity of the great industry of our island. It will have to be reckoned with in the future; but the reverses of one of its leading refineries give courage to the locally managed concerns. The result of the half-year for the Japan Sugar Refining Company of Osaka has been most unsatisfactory, showing a deficit of over Y180,000. The unfavourable sugar market is responsible, so it is said, for the loss. It has been decided that the special reserve, amounting to Y250,000, shall be drawn upon to make good the deficit and to pay a dividend at the rate of 8 per cent. The total amount of losses on the working for the half-year just ended has been Y201,342. At the half-yearly general meeting of the Osaka company, the most heated debate ensued on the report. Mr. Morishita, a shareholder, opened the proceedings with a motion to appoint a committee to investigate the report and accounts. The speaker thought it strange that the company, which for many years had earned such large profits, should have lost so heavily in six months. The motion was followed by an animated debate, and finally the Chairman suggested that the meeting be adjourned fortnight, and in the meantime that the accounts be carefully examined by shareholders before approval. This suggestion was adopted. It has been stated that Japanese competition in the sugar trade must be reckoned with in the same way as in other branches of commerce. To appreciate the determination our allies intend to exercise in order not to be left behind in the race for commercial supremacy, we need only cite the fact that the Dairi Sugar Refining Company has decided to increase the capital by Y1,000,000, as also has the Osaka Refining Company. It is reported that the Osaka company is to establish a branch in Formosa. A refining company is being floated in Yokohama with a capital of Y2,500,000, and the shares are now on the market. A proposal is on foot among capitalists of Osaka and Tokio to establish a refinery in Formosa with a capital of Y1,000,000, and another company will probably be formed in Nagoya. It is probable that greater Japanese competition will have to be faced in the future than in the past, but we have confidence enough in the administrative abilities of the local companies to express the conviction that, given a fair field and no favour, Hongkong can hold its own against any competitor.

LOCAL AND GENERAL

The following details left per s.s. *Cheng Shing* on the 3rd instant, for duty in North China:—Supply and Transport Corps: One agent, one weighman, one poun, and two coolies. Indian Sub-Medical Dept.: Two hospital assistants.

CHAN Fuk Yung, a shopkeeper, of Cheung Chau, appeared this morning, before Mr. F. A. Hazeland, charged with selling two bottles of *samshu*, on the 1st instant, without a permit. Evidence was heard and his Worship imposed a penalty of \$200.

HARRY Mitchell, an overseer, at Quarry Bay, was charged before Mr. F. A. Hazeland, at the Magistracy this morning, with stealing a towel and a book, valued at \$3.50, from a European house in Arsenal Street, on 17th July last. The charge was proved and accused was bound over in the sum of \$100 to come up for judgment when called.

THE explosion of a kerosene hanging lamp was the cause of the fire which broke out in a cigarette shop at 109, Des Vaux Road Central, at one o'clock this morning. The fire brigade, in charge of Mr. P. P. J. Wodehouse, arrived on the scene before the flames had got far, and the fire was extinguished. The damage done to the woodwork of the shop is estimated at \$50.

JAPANESE papers report that a man who describes himself as Sugaya Tamen, a Paymaster in the Navy, is endeavouring to fraudulently obtain money by representing that he has been asked by the authorities concerned to collect funds for the monument to be built on Peiyuan, Port Arthur, in accordance with the proposals of Admiral Togo and General Nogi. Fortunately for sugar merchants and refiners, contrary to all expectations, the result of the later crops fell short of anticipations while the growing demand for the commodity

GOVERNOR NATHAN AT MACAO.

SOCIEDADE HARMONIA'S TENNIS PARTY.

[From Our Own Correspondent.]

Macao, 6th August.
Sir Matthew Nathan, Governor of Hongkong, and suite, arrived here on Saturday afternoon in the tender *Stanley* and put up at the Boa Vista Hotel during their two-day's stay in this Colony. The members of the Tennis Harmonia Club gave a *soiree* on Saturday evening on the Club grounds at which Sir Matthew and his party attended. The visitors did not remain long, but dancing was kept up until the small hours of the following morning. Senator Monteneiro, Governor of Macao, and Madame Monteneiro held a tennis party at their summer residence at "Flora" in honour of the Governor of Hongkong. The party was largely attended.

Sir Matthew Nathan and the other British visitors returned to Hongkong at two o'clock this afternoon.

SANITARY BOARD.

The fortnightly meeting of the Sanitary Board was held in the Board room this afternoon, the usual members being present, when the following was the business transacted.

NEW WESTERN MARKET.

The following letter from the Hon. the Colonial Secretary, regarding the completion of the New Market for the Western district, was read:

COLONIAL SECRETARY'S OFFICE,

2nd July, 1906.

Sir—I am directed to inform you, for the information of the Sanitary Board, that the New Western Market has been completed, and has been established by His Excellency the Governor-in-Council as a New Market. A notification to that effect was published in the *Government Gazette* on the 21st July, 1906.—I have, etc.

(Sd.) T. SERCOMBE SMITH,

Colonial Secretary.

GOVERNMENT ON RAT DESTRUCTION.

The following letter from Government, relative to the sulphur dioxide as applied to the destruction of rats, and disinfection on ship-board, was read:

COLONIAL SECRETARY'S OFFICE,

26th July, 1906.

Sir—I have the honour to acknowledge receipt of your letter No. 15, dated 13th inst., submitting resolutions adopted by the majority of the Sanitary Board, with regard to the first of these resolutions, I am directed to inform you that His Excellency is satisfied that the work done by the Sanitary Staff, under the Building Authority, is in connection with the sanitary condition of buildings, and is such as falls within the duties of Sanitary inspectors in England. It has been suggested to His Excellency that section 230 of the Public Health and Buildings Ordinance, with which should be read section 21 of the Amending Ordinance of the same year, should be amended so as to authorize the Sanitary Board to deal directly, in respect of all buildings which are or have been occupied for domestic purposes, with certain matters now dealt with by

(Sd.) T. SERCOMBE SMITH,

Colonial Secretary.

THE SECRETARY, SANITARY BOARD.

[Enclosures.]

LOWING STREET,

11th June, 1906.

Sir—I have the honour to transmit to you for your information, with reference to my pre-cessor's despatch, "General," of 6th February, 1905, the papers noted in the subjoined schedule.—I have, etc.

(Sd.) ELGIN,

The Officer Administering
The Government of Hongkong.

The report of the Local Government Board on further experiments with sulphur dioxide by Mr. John Wade, D.S.C., was enclosed.

On this the Medical Officer of Health said he had gone through the report of Dr. Wade, and saw no reason to alter his previously expressed opinion as to the usefulness of the Clayton apparatus. He had said before that in a ship it is quite possible to render the holds, cabins, saloons, etc., reasonably air-tight without much trouble. The Clayton gas being heavier than air might easily be retained at a high pressure for many hours in the compartments of ships. It did not follow, however, that this method would be equally successful in Chinese tenement houses. It took nearly two days to close up Government House when they fumigated it in 1903, and he considered it would be practically impossible to close Chinese tenement houses, so as to render them sufficiently gas-tight to get results comparable to those mentioned in the report. Moreover, rats cannot escape from a ship when holds are battened down and ventilators closed. With Chinese tenement houses, with hollow walls, and ceilings, it is absurd to think that the rats would not have a means of escape into the numerous retaining walls and soil composed granite on which the city is built. It was necessary to consider the question of disinfecting Chinese tenement houses, and floors should be disinfected first—the top or the bottom. All floors of the houses cannot be done at once, unless holes are cut in the floors, similar to hatches on board ship, the stair-cases not being a sufficient means of lifting the upper storeys from below upwards. Experiments on board ship afford no help, as the conditions are so different from those in Chinese tenement houses. The gas should be allowed to act for at least two hours, if they were to do one room at a time, but it would be better for six hours to enable it to penetrate to every material part. He did not think it possible for men to enter any part of the house while it was being disinfected, unless they had divers' helmets, on account of the dissemination of the gas from every crevice, as well as through the floors and stair-cases, as the latter were never water-tight, much less air-tight. He considered the experiments of Professor Simpson furnished no evidence of the usefulness of the Clayton method as far as Chinese houses were concerned, though it was useful in the case of ships, but, as pointed out by Dr. Haldane, a considerable difference in the issues might be expected on the question of disinfecting ships before or after the cargo was discharged; but seeing that rats can leave the ship with the cargo, it would be better to disinfect the loaded ship. He knew from personal experience that the effects of the disinfection on rats in an empty ship were extremely valuable, while Dr. Haldane had said that unless carried on with more than usual care the results were not so satisfactory in a loaded ship. Professor Simpson, in his report, had stated that the exact nature of the combinations in this gas had not been determined, but the fact remained that the Clayton Gas was capable of killing vermin and pathogenic bacteria when acting in sufficient strength of the gas on goods, fittings, etc. It did not affect enamel paint, the surface being too hard to permit of penetration and consequent discoloration; it turned zinc-white yellow. Bedding etc., after fumigation, acquired an odour of sulphurized hydrogen; soap is absolutely destroyed if exposed to the gas in a moist condition. Whether a cargo of ordinary soap would be similarly destroyed, seeing that soap always contains a fair quantity of moisture, was a question that required serious consideration, or heavy damages might one day be claimed for a destroyed cargo. On the whole he was in favour of adopting the Clayton process for use in the harbour, as the weight of evidence was much in favour of its usefulness, but was not yet in favour of its usefulness, but was not yet in favour of its sphere of usefulness being extended to Chinese houses in Hongkong.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 7th at 11.30 a.m.—The barometer has fallen in Japan, and risen over China, particularly in the North.

The depression has passed into the W. part of the Sea of Japan. It continues to move towards E.

Pressure is highest over the China Sea. It still exceeds the normal by 0.1 inch over the S. Coast of China, and is in defect by about 0.1 inch in N. China and Japan. In the Philippines it has decreased slightly, to near the average.

Gradients are gentle over the China Sea, and light variable winds are indicated over that area.

INSPECTION OF FOOD.

A minute by the Colonial Veterinary Surgeon relative to the authority of the senior inspector to visit all shops and houses, and cook rooms used for the storing or preparation for sale of all foods intended for human consumption, in which he requested that the authority be extended to the Inspector of Markets and the Inspector of Cattle Depots and Slaughter-houses.

DEPOSITING MANURE.

A letter from Government was read in which it was stated that His Excellency the Governor had approved of the site near the Bay in New Kowloon being used for the deposit of manure from the animal depots at Kennedy Town.

Mr. Humphreys minutes: Why was this brought before the Board at all if the recommendation of the Board is to be ignored?

The Captain Superintendent of Police asked what Bay was referred to.

ESTIMATES FOR 1907.

The following further letter from Government, relative to the estimates for 1907, was read:

COLONIAL SECRETARY'S OFFICE,

26th July, 1906.

Sir—I have the honour to acknowledge receipt of your letter No. 15, dated 13th inst., submitting resolutions adopted by the majority of the Sanitary Board. With regard to the first of these resolutions, I am directed to inform you that His Excellency is satisfied that the work done by the Sanitary Staff, under the Building Authority, is in connection with the sanitary condition of buildings, and is such as falls within the duties of Sanitary inspectors in England. It has been suggested to His Excellency that section 230 of the Public Health and Buildings Ordinance, with which should be read section 21 of the Amending Ordinance of the same year, should be amended so as to authorize the Sanitary Board to deal directly, in respect of all buildings which are or have been occupied for domestic purposes, with certain matters now dealt with by

(Sd.) T. SERCOMBE SMITH,

Colonial Secretary.

NEW CATHOLIC CEMETERY.

An application was submitted by his Lordship Bishop Piccioni, for a grant of land on the north side of the harbour for a new Catholic cemetery, as in many of the villages there are Catholic Chinese, and also Portuguese, and their number is yearly increasing, and under present conditions funeral expenses are very great.

Mr. Shelton Hooper minutes: I certainly think in view of the large and increasing population of Kowloon that cemeteries should be provided for Protestants and Roman Catholics.

Hon. Mr. E. A. Hewett minutes: As stated on a former occasion I consider that a site should be set aside for cemeteries for all non-Chinese communities.

THE WATER SUPPLY.

The Government Analyst submitted a report on samples of water taken from various wells in the City and in Kowloon, all of which he found of excellent quality.</

TELEGRAMS.

[Reuters.]

Parliament.

LONDON, 5th August.
Parliament has adjourned until the 23rd
Oct.

Russia.

There are now fifty-five organized strikes
in St. Petersburg.

The railway strike is postponed.
A mutiny has broken out at Dashlagar in
Transcaucasia, where the troops fired volleys
on their officers, of whom six were killed and
four wounded.

THE FLOUR MILLS.

CLAIM FOR WORK DONE.

In Summary Jurisdiction, this morning, his
Honour Mr. A. G. Wise, Puisne Judge, presiding,
the King Tak firm of No. 13, Polkoune
Street, scaffolding makers, sued Lau Tak Yuen
of Cheung Kwan O village, New Territory,
managing partner of the Kam Tak On firm,
for recovery of the sum of \$242.56, money
due by defendant to plaintiff for work
done, and goods sold and delivered.

Mr. R. A. Harding appeared for the plaintiff,
defendant appearing in person.
Mr. Harding said this was a claim for cer-
tain contract work done in the New Territory
on Mr. A. H. Rennie's land, and the defendant
had received \$13,000, on account of the work,
and as he was the managing partner of the Kam
Tak On firm he was in the defendant.

His Honour: Call up the defendant and
ask him if he owes the money, or rather if the
firm owes it.

Defendant: Yes, the firm owes the money.

His Honour: Are you a partner in the firm?

Defendant: Yes, I own a three-tenths share
in the firm.

Complainant, called and sworn, said he was a
contractor, and had arranged for certain sea-
beach reclamation work in the New Territory.

He made the contract for this work with the
defendant and was paid in part by the defen-
dant. The balance due was \$242.56, and
though he had repeatedly applied for payment
he was constantly put off.

A copy of the contract was put in, and plain-
tiff swore to the chop on it as being that of the
defendant's firm.

Defendant said he had nothing to say, but
he must admit he was a partner in the Kam
Tak On firm.

His Honour: Then you must pay the lot.
Defendant: How can your Lordship hold
me liable? I only hold a share.

His Honour: There is no such thing as
limited partnerships here. You made the
arrangements and you chopped the contract.
Call one of your partners and let us hear what
he has to say.

Kwai Tak Hing said he was a partner in the
firm and explained how the name of the firm
was arrived at. He admitted that there was a
balance of \$242.56 due to the plaintiff, by
defendant. The latter had received \$3,000,
but had only accounted for \$3,000.

His Honour: Then he must pay up, and he
can sue his co-partners for contribution. There
must be judgment with costs for the plaintiff's
with immediate execution.

THE BOYCOTT HERO.

ANNIVERSARY CELEBRATION AT CANTON.
[From Our Own Correspondent]

Canton, 6th August.

The 3rd inst., being the anniversary of the
death of Fung Ha Wai, the boycott hero,
thousands of people, men and women, belonging
to the various schools, colleges and societies,
assembled at the Hoi Tong Monastery, for the
purpose of commemorating the anniversary of
the death of the martyr to the boycott move-
ment. At the same time a petition, which
was drawn up praying the Viceroy to release
Messrs. Ma, Pun, and Ha, who were members
of the Boycott Association, was handed round
the assembly for signatures. These three gen-
tlemen were taken prisoners last year for the
alleged instigation of the people to continue
the boycott. Thousands of signatures were
subscribed to the petition, which will be pre-
sented to the Viceroy.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed
by correspondents in this column.

THE POLICE SALARIES.

To the Editor of THE HONGKONG TELEGRAPH.—
Sir,—Whilst in the precincts of the Police
Court yesterday I managed to overhear what I
call a very good cause for complaint. There
were several policemen conversing over the high
rate of exchange. It was stated by one man
that when he came to Hongkong he received
\$105 per month; now after three years' service
although he had got a £10 a year rise he only received \$86 per month or
\$10 less. They still had to pay the same
for the necessities of life and that they
found that their scanty supply of dollars was
insufficient to meet their needs; and that a
part of their next month's wages was mortgaged.
I think that the pay of our police is
a very poor one. Young men are called out
from their homes on the offer of £100 a
year; that sounds a lot. But when the
men arrive here they find that the few
dollars they get will not meet their require-
ments and do not wish to remain in the force,
as for example there are at the present time as
many as four or five men either resigned or
applied to be transferred to other departments
as the money they get is insufficient. There
is no likelihood of one knowing when the dollar
will fall. I should suggest that the Govern-
ment of Hongkong could well spend a few
hours in seeing into this little matter and in
the near future pay the peace army of our
Colony a substantial wage and make our police
force second to none in the Far East.—Yours,
etc., AN ADMIRER OF POLICE.

Hongkong, 7th August, 1906.

ALLEGED BOMBBLING.

CHINESE MERCHANT ON TRIAL.

This afternoon, before Mr. F. A. Hazelton,
at the Police Court, Ng Kai Shek, formerly
manager and partner, in the Chung Shun paper
firm, of No. 66, Bonham Strand East, was
brought up on remand charged with bombing,
with one Ng Sing San, the absconded second
manager, the funds of the firm. At the last
hearing the charge preferred against the defen-
dant was for bombing £4,000, but now
that the books have been examined the charge
was altered this afternoon. It is now alleged
that he, between the 16th June and 29th July,
bombed the sum of £15,665.86, the property
of the firm.

The accused pleaded not guilty.

Mr. F. C. Barlow, of Messrs. Goldring and
Barlow, prosecuted, the defendant was repre-
sented by Mr. G. K. Hall-Britton, of Messrs.
Brutton and Bent, and Inspector Smith watched
the case for the police.

Mr. Barlow, in outlining the facts of the case,
said that the defendant and Ng Sing San were
brothers, the latter having absconded one hour
before the warrant could be served. The
Chung Shun firm has been established now for
fourteen years, and when it was first started
there were fourteen partners. The defendant
and his brother were the sons of the largest
shareholder in the firm and during their father's
life time they were employees of the firm. The
old man died some years ago and the defendant
and his brother took charge of the business
and carried it on until recently. The men knew
nothing of conducting a business but following
the Chinese custom they allowed the brothers
to manage the business simply because their
father was a big shareholder. Since their
father's death the firm has paid no dividend,
although it was known that the business was
a prosperous one. One shareholder pressed
the accused for a dividend and obtained £500.
The two brothers, as evidence will be called to
show, collected monies of the firm and converted
it for their own use, and in consequence of
the large sum embezzled the firm was insolvent.

At this stage Mr. Barlow proposed to call
witnesses for the prosecution, but Mr. Britton
applied for a remand, contending that on the
last occasion the charge against his client was
for bombing £4,000, now he understood it had
been considerably increased. He wanted an
adjournment to look into the matter. The
other party had no objection to the remand,
but when Mr. Britton applied for bail, Mr.
Barlow strongly objected.

The case was adjourned for one week.

THE CHEJOO NAVAL TRAGEDY.

LITERATURE.

The naval tragedy at Chejoo was reported
by special telegram in the HONGKONG TELEGRAPH
last week. From the Chejoo Daily News, of
28th ult., we gather the following particulars of
the sad accident:—A distressing accident by
which Lieutenant Clarence England, navigating
officer of the U.S. cruiser *Chattanooga*
lost his life, occurred yesterday morning shortly
before 11 o'clock. From all accounts it appears
that the *Chattanooga* was under way for
the target range just outside the harbour. To
get from her anchorage to the target range she
was obliged to traverse a course along the line
of the French squadron. The two squadrons
are anchored in parallel lines at the entrance
of the harbour, and the *Chattanooga* being one
of the ships farthest away from the range,
found it necessary to pass down the line of
vessels between the two squadrons.

The *Dufetil Thourau* of the French squadron,
at the time the *Chattanooga* weighed
anchor, was engaged in small arms (rifle)
practice from the decks of the ship, the objective
of her crew's fire being small targets
anchored a few hundred yards away from the
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GLASGOW and LIVERPOOL	" KINTUCK "	6th September.
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YOKOHAMA HARBOUR IMPROVEMENTS.

SPEECH BY THE MINISTER FOR FINANCE.

The Yokohama Harbour Improvement Committee met on July 26 at the official residence of the Minister of Finance. Mr. Wakatsuki, Chairman of the Committee, and all the other members of the Committee were present. Governor Sufu and Mr. Hashimoto, Superintendent of the Yokohama Customs, were also invited to attend the conference. The Committee discussed the general line of investigations to be conducted for carrying out the harbour improvement scheme.

Mr. Sakatani, Minister of Finance, as reported in the *Japan Herald*, said that the rapid progress of the foreign trade of this country was testified to by the trade statistics. With the post-bellum developments to be undertaken by the nation the further advancement of trade would be accelerated. The improvement of harbour accommodation was one of the most important enterprises of the post-bellum programme. Inasmuch as Yokohama and Kobe were the two most important trade ports in Japan, the improvement of the harbours should by no means be delayed, but in view of the enormous expenditure involved, the national finances did not permit the improvement of these important ports being effected within a short space of time. There existed many examples in foreign countries where this sort of enterprise was undertaken by local municipalities or private companies, instead of depending on the Government for its execution; and the Japanese Government was of opinion that these examples could be followed with advantage in order to ensure the speedy accomplishment of improvements in harbour accommodation. He therefore much appreciated the initiative taken by the Yokohama Municipality in prosecution of the work conjointly with the Government. Practical stability must be the first principle of harbour accommodation, but at the same time it was no less important that the harbour should possess a decent appearance, as it formed, so to speak, the gateway to the country. Any improvement scheme, therefore demanded, the most deliberate consideration to make it adequate to cope with present day advancement in the art of ship-building and steamship traffic. This consideration had actuated the formation of the Committee. It was therefore desirable that the Committee should fully investigate the best scheme, taking the progress of foreign trade of this country and the actual state of cargo traffic, as well as the harbour accommodation of Japan and of foreign countries, into consideration. Mr. Sakatani said he would like to avail himself of the opportunity to say a few words as to the harbour accommodation in the past, the state of the development of the import and export trade, and the financial accounts after the completion of the improvement works now contemplated. Yokohama was originally a meagre fishing village, known under the name of Yokohama-mura. Since the port was first opened to foreign trade in 1859 the fore-shore had been reclaimed, and taking advantage of the topographical features of the locality, a town was gradually formed; but the accommodation necessary for a modern commercial port was conspicuous by its absence. When the U.S. Government refunded the indemnity paid by Japan in connection with the Shimoneishi affair, the fund was appropriated for the construction of breakwaters and an iron pier. The pier was, however, only capable of providing berths for six steamships, and its inefficiency had long been felt. The lack of better accommodation caused delay in the handling of merchandise, and not only proved a serious inconvenience to the Customs business, but also a heavy loss to the steamship companies and consignees of cargo. It had proved a detriment to foreign trade, had laid additional burdens on consumers by enhancing the value of raw materials; and had thus caused a direct and indirect loss to the national exchequer. Being conscious of this deplorable state of things, the Government formulated a plan in 1898 for the reclamation of the foreshore and the provision of other accommodation. As the first step towards the execution of the work, the Government obtained the sanction of the Diet to appropriate the sum of Yen 240,000 towards reclamation, work on which was to be spread over a period of five years—from 1899 to 1903. In May 1899 the Extraordinary Customs Works Office was established for the execution of the contemplated work. As the work progressed the period originally fixed for completion was extended, and the work was completed in December last year. The Government now proposed to advance a step on the original scheme—to extend the area of the reclaimed land, and to provide further accommodation on land. This scheme was now laid before the Committee.

With reference to the progress of the foreign trade of Yokohama the total value of the imports and exports in 1895 stood at Yen 40,800,000, the aggregate burden of the vessels visiting the harbour being over 60,000 tons. Ten years later—that is in 1903—this had increased to Yen 60,400,000 in the value of imports and exports, and 1,330,000 tons in the tonnage of vessels trading to the harbour. This showed an increase during the ten years at the rate of 11.7 per cent. in the volume of the trade and 98.7 per cent. in the tonnage of the vessels, the average rates of increase annually showing 9.4 per cent. in value, and 1.5 in tonnage. Calculated on this basis, the future traffic of the harbour would show in 1912—the year following the completion of the present scheme—3,210,000 tons; and in 1922, 9,620,000 tons; and in 1932, 28,830,000 tons. Inasmuch, however, as these figures were merely a calculation on the basis of the ratio of increase obtained in the past, he was in a position to prophesy that such progress would be realised, though he looked forward to a marvellous development in the future.

Even after the completion of the scheme the discharging and loading capacity would be found to be very limited. With all the con-

templated improvements the piers would only be capable of providing berths for thirteen vessels at a time, with a minimum tonnage of 54,500, and a maximum of 61,700. It could thus easily be seen that the improvements now contemplated still fell far short of the requirements when the total volume of the foreign trade was considered. Still further improvements in future should, therefore, not be overlooked. At the same time he hoped the Committee would see its way to carry out the present improvements in the more economical manner, while turning the scheme to the best utility.

The calculation of the profit on the investment after the completion of the work would show an average interest of 4.2 per cent. for the first decade, 6.7 per cent. for the second decade, and 9.4 per cent. for the third decade, as shown by the following table:

Balance Revenue. Outlay or profit

1912 Yen 646,835 Yen 649,949 Yen 50,783
1922 941,206 235,259 706,017
1932 1,372,580 282,311 990,268

The total expenditure for the work is put at Yen 520,000.

The above calculation was estimated at a low minimum as would ensure safety, so that the actual account would probably show more revenue than indicated. For this reason he felt convinced that the scheme was not only beneficial to the acceleration of trade but would prove a profitable undertaking if it were managed with skill.

The Government proposed to carry out the repair of the breakwaters and the dredging of the harbour in conjunction with the scheme, with a view to removing the inconveniences now felt in connection with accommodation in the harbour. In view of the importance of the work and of the necessity for the unification of the Customs accommodation the Government had abolished in April this year the Extraordinary Customs Works Office originally created and incorporated it with the Finance Department—Extraordinary Building Office—in order to facilitate the execution of the work. Now an important Committee had been formed, and on it were represented various experiences and talents. He felt convinced that their deliberations and judgment would not fail to bring about the successful completion of the work to the entire satisfaction of the Government and people.

Shipping.

Arrivals

Friethof, Nor. s.s., 801, H. A. Haraldsen, sth Aug.,—Tamsui 1st Aug., Gen.—O. S. K. Zafiro, Br. s.s., 1,629, R. Pödger, 6th Aug.,—Manila 4th Aug., Hemp.—T. & Co. Loonggang, Br. s.s., 1,022, A. G. Smith, 6th Aug.,—Manila 3rd Aug., Gen.—J. M. & Co. N. S. de Rosario, 715, M. Lopez Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co. Nikko Maru, Jap. s.s., 5,539, E. W. Haswell, 6th Aug.,—Manila 4th Aug., Eng.—Gen.—N. Y. K. Peles, Br. s.s., 4,800, Hannah, 5th Aug.,—Singapore 29th July, Gen.—B. & S. Petrich, Ger. s.s., 1,252, R. Hatje, 12th June, —Saigon 7th June, Gen.—S. W. & Co. Quinta, Ger. s.s., 986, F. Frahm, 13th July,—Bangkok 4th July, Rice and Gen.—S. & Co. Resolut, Nor. s.s., 805, M. Jorgensen, 2nd Aug.,—Moj 24th July, Coal.—Order. Siberia, Am. s.s., 1,274, A. Zedler, 2nd Aug.,—San Francisco 7th July, and Yokohama 25th, Mails and Gen.—P. M. S. Co. Siberian, Dan. s.s., 3,137, F. Madsen, 9th Aug.,—Europe via Singapore 29th July, Gen.—M. & Co. Signal, Ger. s.s., 900, G. Schlakow, 23rd July,—Bangkok 16th July, Rice.—Order. Taikong, M. 10, Jap. s.s., 3,216, T. Ono, 6th Aug.,—Kuchinozu 31st July, Coal.—M. B. K. Taihsien, Br. s.s., 1,100, J. T. Liang, 20th June, —Shanghai via Ports 24th June, Gen.—B. & Co. Taiwan, Br. s.s., 1,010, J. A. Martin, 1st Aug.,—Bangkok 26th July, Gen.—Chinese. Tanti, Br. s.s., 2,768, J. H. Davis, 24th July,—Vancouver 23rd June, and Shanghai 21st July, Gen.—C. P. R. Co. Telemachus, Fr. s.s., 1,140, Williamson, 5th Aug.,—Saigon 18th Aug., Gen.—Chinese. Tholina, Nor. s.s., 870, F. Jager, 31st July,—Surabaya 1st July, Gen.—J. C. L. Totomi Maru, Jap. s.s., 2,464, A. Kiehl, 30th July,—Shanghai 21st July, Gen.—Y. K. Virginia, Br. s.s., 2,789, J. M. Crocker, 4th Aug.,—New York 30th May, Case Oil.—G. O. Co. Z. V. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echazu, 15th July, Gen.—Manila 12th June, Ballast.—Barretto & Co.

Shipping Reports.

Sir. Loonggang from Manila.—Light SW. wind, fine weather.

Sir. Patroclus from Yokohama.—Fresh SW. wind, moderate sea, and fine clear weather.

Sir. Zafiro from Manila.—Light SW. monsoon with corresponding sea, and fine cloudy weather throughout.

Sir. Vienna from Calcutta.—Experienced SW. monsoon in the Bay of Bengal, remainder of passage fine weather.

Sir. Hutchow from Tientsin, etc.—Strong SW. winds between Heishan and Turnabout lighthouses, thence fine weather, land light to 1 knot.

Sir. Hutchow from Tientsin, etc.—Strong SW. winds between Heishan and Turnabout lighthouses, thence fine weather, land light to 1 knot.

Vessels in Port.

HOKKAIDO.

Canton Maru, Jap. s.s., 1,994, S. Hera, 2nd Aug.,—Kobe 22nd July, Coal and Gen.—Shun Tai N. Co. Ltd.

Capri, Ital. s.s., 4,194, G. Belaito, 4th Aug.,—Bombay 17th July, and Singapore 29th, Gen.—C. & Co.

Ceylon Maru, Jap. s.s., 3,424, K. Koni, 6th Aug.,—Bombay via Singapore 1st July, Gen.—N. Y. K.

Coptic, Br. s.s., 2,742, Wm. Finch, R.M.R., 20th July,—San Francisco 27th June, Yokohama 13th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & O. S. Co.

Emma Luyken, Ger. s.s., 1,539, G. Comard, 16th July,—Mauritius 20th June, Sugar.—Wing Sing & Co.

Fri. Nor. s.s., 900, Nagle, 3rd July,—Rangoon 10th July, Coal.—Agaard, Thorson & Co.

Ingalls, Am. transport, 600, Scott, 3rd July,—Manila 30th June.

Katpong, Br. s.s., 986, Finlayson, 4th Aug.,—Cebu and Illoilo 1st Aug., Sugar and Hemp.—B. & S.

Kilchis, Br. s.s., 2,145, Walker, 3rd Aug.,—Tientsin 12th July, Coal.—A. & Co.

Menmon, Br. s.s., 1,018, H. W. M. Evans, 2nd Aug.,—Moj 27th July, Coal.—B. & S.

Merges, Br. s.s., 2,900, J. S. McGregor, 21st July,—Yokohama 14th July, Ballast.

Admiralty, Neil MacLeod, Am. s.s., 901, E. Corral, 10th June,—Manila 16th June, Ballast.—Barrett & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Nikko Maru, Jap. s.s., 5,539, E. W. Haswell, 6th Aug.,—Manila 4th Aug., Eng.—Gen.—N. Y. K.

Peles, Br. s.s., 4,800, Hannah, 5th Aug.,—Singapore 29th July, Gen.—B. & S.

Petrach, Ger. s.s., 1,252, R. Hatje, 12th June, —Saigon 7th June, Gen.—S. W. & Co.

Quinta, Ger. s.s., 986, F. Frahm, 13th July,—Bangkok 4th July, Rice and Gen.—S. & Co.

Resolut, Nor. s.s., 805, M. Jorgensen, 2nd Aug.,—Moj 24th July, Coal.—Order.

Siberia, Am. s.s., 1,274, A. Zedler, 2nd Aug.,—San Francisco 7th July, and Yokohama 25th, Mails and Gen.—P. M. S. Co.

Siberian, Dan. s.s., 3,137, F. Madsen, 9th Aug.,—Europe via Singapore 29th July, Gen.—M. & Co.

Signal, Ger. s.s., 900, G. Schlakow, 23rd July,—Bangkok 16th July, Rice.—Order.

Taikong, M. 10, Jap. s.s., 3,216, T. Ono, 6th Aug.,—Kuchinozu 31st July, Coal.—M. B. K.

Taihsien, Br. s.s., 1,100, J. T. Liang, 20th June, —Shanghai via Ports 24th June, Gen.—B. & Co.

Taiwan, Br. s.s., 1,010, J. A. Martin, 1st Aug.,—Bangkok 26th July, Gen.—Chinese.

Tanti, Br. s.s., 2,768, J. H. Davis, 24th July,—Vancouver 23rd June, and Shanghai 21st July, Gen.—C. P. R. Co.

Telemachus, Fr. s.s., 1,140, Williamson, 5th Aug.,—Saigon 18th Aug., Gen.—Chinese.

Tholina, Nor. s.s., 870, F. Jager, 31st July,—Surabaya 1st July, Gen.—J. C. L.

Totomi Maru, Jap. s.s., 2,464, A. Kiehl, 30th July,—Shanghai 21st July, Gen.—Y. K.

Virginia, Br. s.s., 2,789, J. M. Crocker, 4th Aug.,—New York 30th May, Case Oil.—G. O. Co.

Z. V. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echazu, 15th July, Gen.—Manila 12th June, Ballast.—Barretto & Co.

Kukung, Br. s.s., 1,216, Miller, 7th Aug.,—Canton 6th Aug., Gen.—B. & S.

Kweiyang, Br. s.s., 1,014, Dow on, 7th Aug.,—Canton 6th Aug., Gen.—B. & S.

Kwangtze, Ch. s.s., 1,468, R. Lincoln, 7th Aug.,—Canton 6th Aug., Gen.—C. M. S. N. Co.

Haiching, Br. s.s., 1,262, A. E. Hodges, 7th Aug.,—Fochow 3rd Aug., Amoy 4th, and Swatow 6th Gen.—D. L. & Co.

Erlie, Br. s.s., 2,826, Wm. Packape, 7th Aug.,—Singapore 1st Aug., Gen.—D. & Co., Ltd.

Clearances at the Harbour Offices.

Armand Behic, for Saigon, Toulon, for Shanghai.

Deutsche, for Tientsin.

Helene, for Hoichow.

America Maru, for Amoy.

Eastern, for Shanghai.

Dokota, for Kobe.

Flora, for Shanghai.

Hall, for Hoichow.

Armenia, for Manila.

Alfredo, for Toulon.

Empress of India, for Tientsin.

Glory, for Manila.

Glorious, for Toulon.

Great Britain, for Toulon.

Great Eastern, for Toulon.

Great Western, for Toulon.

Great Northern, for Toulon.

Great Eastern, for Toulon.

Great Britain, for Toulon.

Great Western, for Toulon.

Great Northern, for Toulon.

Great Britain, for Toulon.

Great Northern, for Toulon.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"MOLDAVIA,"

Captain E. H. Gordon, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 11th August at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Moldavia*, due in London on the 23rd September.

Parcels will be received at this Office upto 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent

Hongkong, 30th July, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont..... 9,600 T. W. Garlick. 22nd Aug.
Plethora *.... 3,753 F.G. Purtington. 15th Sept.
Lyra *.... 4,417 G. V. Williams. 29th Sept.
Shawmut.... 9,000 E. V. Roberts. 24th Oct.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDSS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings:
Hongkong, 3rd August, 1906.

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**MESSAGERIES
MARITIMES**

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, AUSTRALIA,

ADEN, EGYPT, MARSEILLE,

LES, LONDON, HAVRE,

BORDEAUX, MEDITERRANEAN AND BLACK

SEA PORTS.

The B.S. "ERNEST SIMONS."

Captain Bourdon, will be despatched for MAR-
SEILLE on TUESDAY, the 21st August
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. CALEDONIEN..... 4th September.

S.S. POLYNESIEN..... 18th September.

S.S. SALAZIE..... 2nd October.

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th August, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY * * * * * \$22.50

" " " " " 20.00

" " " " " 16.75

WHISKY, PALL MAIL 20.00

JOHN WALKER & SONS OLD HIGHLAND 12.50

C. P. & CO.'S SPECIAL BLEND 10.50

PORT WINE, INVALIDS 20.00

DOURO 13.75

SHERRY, AMOROSO 20.00

LA TORRE 16.00

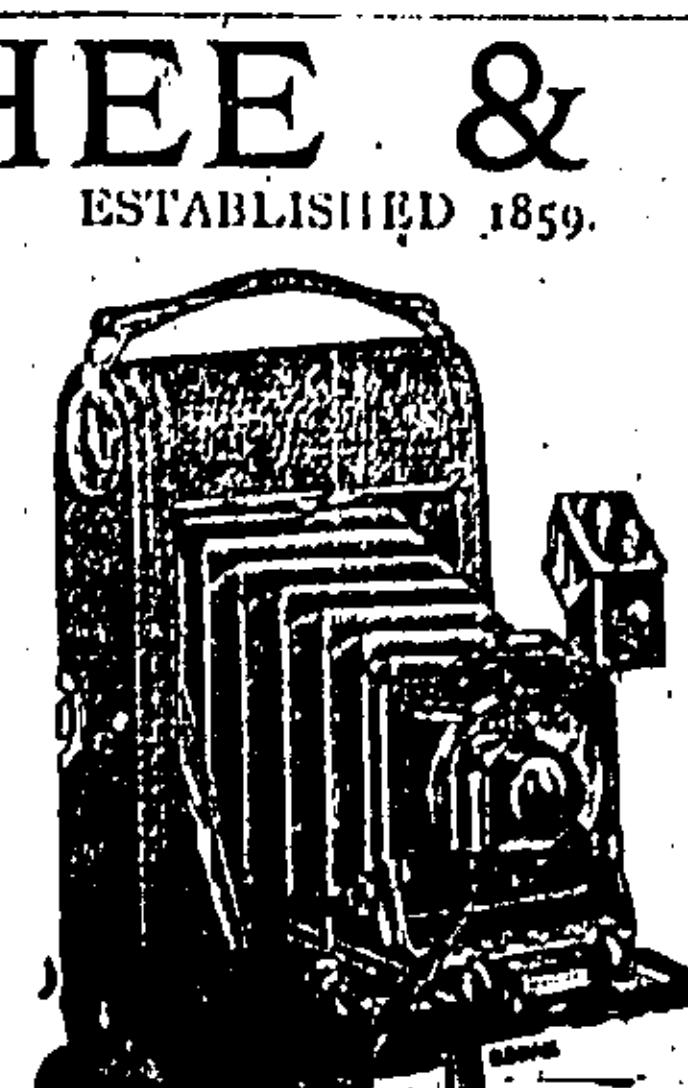
BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

SHARE QUOTATIONS:

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE NUMBER OF SHS PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.				\$1,000,000	\$1,000,000			
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,15/- div. and \$1 bonus @ ex. 2/6/9/16	\$1 1/2%	\$850 sellers
National Bank of China, Limited.....	99,925	\$7	\$6	\$1,000,000	\$1,000,000	\$26.87 for and half-year 1905	...%	London 1/2
MARINE INSURANCES.				\$1,000,000	\$1,000,000			
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000	\$1,000,000	\$211.540	6 2/3%	\$335
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,000,000	\$1,000,000	\$20 for 1904	6 2/3%	\$335
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000	\$1,000,000	Interim div. of 7/6 @ ex 2/10 15/16	6 2/3%	Tls. 85 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000	\$1,000,000	Tls. 262 on account 1905	6 2/3%	Tls. 85 buyers
FIRE INSURANCES.				\$1,000,000	\$1,000,000			
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$1,000,000	\$344.048	6 1/2 for 1-104	\$100 ss. & b.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$1,000,000	\$422.618	25 for 1904	\$320 buyers
SHIPPING.				\$1,000,000	\$1,000,000			
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	\$1,000,000	\$1,000,000	\$6,563	\$1 for 1905	\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	\$1,000,000	Nil	\$1 for year ended 30/4/1905	\$47 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000	\$1,000,000	\$1 for 2nd half-year making \$2 for 1905	7 1/2%	\$274
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2%	\$70
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	\$1,000,000	\$1,000,000	Final Tls. 3 making Tls. 5 for 1905	8 1/2%	Tls. 61 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	\$1,000,000	\$1,000,000	Final Tls. 4 making Tls. 3 for 1905	6 1/2%	Tls. 51 buyers
Shell Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$1,000,000	\$1,000,000	1/- (Coupon No. 6) for 1905	4 1/2%	16/6d. sales
"Star" Ferry Company, Limited	{ 10,000	Tls. 50	Tls. 50	\$1,000,000	\$1,000,000	{ \$1.50 for year ending 30.4.1906	5 1/2%	\$29
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$1,000,000	\$1,000,000	{ \$0.75 for year ending 30.4.1906	3 1/2%	\$20
REGULAR STEAMSHIP SERVICE						Final of Tls. 2 making Tls. 4 for 1905	9 1/2%	Tls. 45 sellers
TO NEW YORK,								
VIA PORTS AND SUEZ CANAL,								
(With Liberty to Call at Malabar Coast).								
PROPOSED SAILINGS FROM HONGKONG.								
Steamship About								
"ATHOLL"..... 3rd September.								
For Freight and further Information, apply to								
DODWELL & CO., LIMITED,								
General Agents.								
Queen's Buildings: Hongkong, 3rd August, 1906.								
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DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$70,000	\$8,915	2 for 1905	9 1/2%
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$150,000	\$150,000	\$20,040	Final of \$13 making \$6 for 1905	9 1/2%
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$49,500	\$49,500	\$362,232	6 for second half-year making \$12 for 1905	7 1/2%
New Amoy Dock Company, Limited	10,000	\$61	\$61	\$186,000	\$186,000	\$2,221	\$1 for 1905	\$18
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000	\$1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2%
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	\$1,000,000	\$1,000,000	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 1/2%
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$1,000,000	\$1,000,000	Tls. 6,668	Tls. 18 for 1905	